

First Regional Town Hall Focuses on Transportation

More than 100 “Regional Visionaries” came together in March to examine transportation challenges in the region and identify potential solutions during the First Annual MAG Regional Town Hall on transportation. The participants represented leadership groups across the Valley who don’t typically participate in transportation planning.



The Regional Town Hall was identified early on as a top priority of MAG Chair Wendy Feldman-Kerr.

“MAG is committed to allowing more voices to be heard on major transportation issues,” said MAG Chair Wendy Feldman-Kerr, mayor of Queen Creek. “The Regional Town Hall is another key effort to reach out to those who are not normally heard in the process,” she said.

Regional Town Hall participant Jack Sellers, an East Valley resident with a keen interest in transportation issues, said he was pleased with what he found to be a productive event. “I enjoyed participating,” he said. “I was impressed with the cross section of people that we had there. There were a lot of diverse ideas, and a lot of people who – after some good, open discussion – came forth with some thought-provoking ideas.”

During the morning session, participants broke out into ten discussion panels. Flexible transit options, better regional land use planning, regional connectivity, developing funding alternatives, better marketing and education, and utilizing



technology to address congestion were just a few of the policy issues receiving discussion.

Sellers said a key issue for him is helping people understand the link between a good transportation system and the economy.

“I feel that having a transportation network is essential for economic development, and that we need to be a serious player in that arena if we’re going to provide the jobs for people who are going to live in this Valley in the not-too-distant future,” he said.

More than 100 people participated in the Regional Town Hall.



First Regional Town Hall
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From the Chair



Mayor Wendy Feldman-Kerr,
Queen Creek

On March 28, I stood in front of a roomful of "Regional Visionaries" who had come from leadership groups across the Valley to participate in the first annual MAG Regional Town Hall. As MAG chair, it was a particularly rewarding moment for me to see a seed of an idea, born out of a governance process, come to fruition and have such an overwhelmingly positive result.

The Regional Town Hall is just one example of how MAG is committed to reaching out to those who traditionally do not have a voice in the process. The Regional Town Hall was designed to open a dialogue with those who, while active on a local level, have remained an untapped resource regionally. The Town Hall Steering Committee targeted leadership groups across the Valley to participate in this event, because we wanted to hear the ideas of individuals who are active in their communities and engaged in leadership activities.


It was interesting to note that more than 95 percent of Town

Hall participants had voted in the last two elections. Fifty-four percent had lived in the county more than 20 years. It was obvious from their informed discussion that this group – which represented high-propensity, high-efficacy voters – understood the issues and put great thought into their proposed solutions.

It seems clear that tapping into a pool of talented, willing community participants is a great model for tackling a number of regional issues in the future. On the flip side, we hope that the success of the Regional Town Hall will serve as an impetus for those communities who don't currently have leadership academies to recognize the value of such programs and implement them in their own communities.

Leadership programs foster leadership skills through education, experience and exposure. Such programs bring together individuals with diverse backgrounds and experiences, and communities have found that participants are likely to assume greater responsibility as their knowledge increases. Such programs usually serve as a path to ongoing community service.

Through MAG, we can help local leaders develop a broader perspective regarding regional issues. By enabling citizens to serve their regional community, the regional community serves its citizens.

I look forward to hearing the thoughts and opinions of these emerging leaders at our next annual Regional Town Hall, as we continue our efforts to create an energized, thriving region. 

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www.mag.maricopa.gov/members.cms

MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

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Meet Mayor Mary Manross

When asked to name the single greatest issue facing the region today, Scottsdale Mayor Mary Manross answers in just five words: "Growth and all its implications."

Not a surprising answer from a mayor known for her focus on redevelopment, economic vitality, neighborhoods and preservation. In fact, with Scottsdale running out of available land for development, the mayor says her city must approach growth differently than many of its neighbors.

"Because we are nearing 'buildout,' Scottsdale is changing its focus and its direction as to how we grow in the future," she says. "Our future in Scottsdale is reinvestment, redevelopment and preservation."

Manross was elected mayor in May 2000 after eight years as a councilwoman. She currently serves on the MAG Executive Committee, Regional Council, and Transportation Policy Committee. She also chairs Valley Metro, serves on the board of Arizona

Municipal Water Users Association (AMWUA), is a board member of the League of Arizona Cities and Towns and is active with the Arizona Town Hall and previously with Arizona Women in Municipal Government.

Manross states that one of the most important initiatives our state should pursue is a change in the tax structure. "We need to restructure our tax system to make it more equitable and more effective," she says. "That has implications for all the cities. Cities are too dependent on sales tax. If we could change that in a favorable way, that would help cities to be able to work together more effectively as a region," she says.

Mayor Manross continued on page 4

Regional Profile:



**Mayor Mary
Manross of
Scottsdale**

Voices from the Council



What a tremendous sight to see the progress of the Santan Freeway connecting south Chandler with the rest of the Valley. When complete, this new corridor will fuel new development, while providing needed relief for commuters driving to and from Chandler. We see the Santan as an economic engine set to fuel the entire East Valley – if not the region as a whole.

– Chandler Mayor Boyd Dunn on the expected impact of the Santan Freeway.

Guadalupe is a growing and improving community. There are more good projects being planned. Guadalupe is poised between its proud past and its bright future.

– Guadalupe Mayor Margarita Cota at the presentation of a \$180,000 economic development federal grant for revitalizing the Tianguis Mercado Shopping Center in the town.



Transportation, economic development and the overall quality of life that we enjoy are all inter-related. Mesa's future depends upon our ability to provide comprehensive transportation solutions to meet our growing community needs.

– Mesa Mayor Keno Hawker in an Arizona Republic guest editorial regarding Mesa's transportation needs and possible solutions.

Mayor Manross continued from page 3

Another key focus for Manross has been transportation issues. Besides serving on the Transportation Policy Committee, she is a member of the National League of Cities (NLC) Transportation Infrastructure Steering Committee, the primary group responsible for the NLC's national policy on transportation.

"I feel that it is absolutely critical that we get the half-cent sales tax for transportation extended. That should be our number one goal so that we'll be able to bring the regional transportation plan to fruition."




Mayor Manross at work with Mayor Neil Giuliano and Mayor Elaine Scruggs on the Transportation Policy Committee.

Manross finds the best thing about being an elected official is meeting people from all walks of life, not only locally, but nationally and internationally. She says her participation with MAG has taught her to think more regionally, leading to her most recent efforts to work with the Valley's cultural community to develop a regional plan for fostering the arts and culture in the region.

"Working together, we hope to find ways to financially support all these efforts. It's very important to us economically and to our quality of life," she says.

Outside of her public life, Manross dedicates herself to her family, including a husband, three sons and one daughter, and a granddaughter who will soon turn two. Manross also enjoys a variety of outdoor activities, including running, golf, tennis and gardening. She also enjoys reading, but admits she doesn't have much opportunity for pleasure reading these days.

Manross met her husband at UCLA. She received a degree in Political Science and secondary education. For 22 years, the mayor and her husband, Larry, directed and taught marriage preparation seminars at the Franciscan Renewal Center. She says the experience helped prepare her for public life by teaching her how to work with large groups, how to think on her feet, and how to communicate effectively. It also taught her a personal philosophy: That success in life is measured in terms of human relationships.

"I've found that everyone I meet and work with is unique. But, there's always some way to make a connection. One can always find a way to relate on some level. That's what I try to look for, those commonalities, or where can I click talking to someone and try to help build a rapport. Honest relationships are important, and the more effective one is at building relationships and maintaining them, the more effective public official one can be." 

Maps Featured in National Publication

Whether they're computer generated, color-coded and topographical, or just a couple of ink slashes and an "x" on a cocktail napkin, maps play an important role in our society. But the quality and accuracy of the map can make a big difference when it comes to giving you the information you need.

ESRI, the vendor of ArcInfo, ArcView, ArcGIS and other Geographic Information Systems (GIS) software, annually publishes a map book dedicated to the important and innovative mapping achievements of GIS users. Each volume of the ESRI map book showcases only about 100 of the thousands of maps submitted from around the world. For the 2003 Map Book, MAG was honored to have two maps created by MAG GIS staff selected for inclusion in the prestigious publication.

One map features Year 2000 Population Concentrations. The other depicts the analysis of current and future job centers in Maricopa County.

This is the second year in a row that MAG has had two maps selected for their book. These two maps will be on display in the second floor lobby of the MAG offices, 302 North 1st Avenue, Phoenix.

More Ozone Alerts Expected Due to Tougher Standards



After six consecutive years of meeting federal air quality standards for ground-level ozone pollution, metropolitan Phoenix is expected to exceed a new, tougher standard as many as 19 times this summer, according to officials at the Arizona Department of Environmental Quality (ADEQ).

To meet the challenge, the ADEQ and its Clean Air Campaign partners at Valley Metro and the Maricopa Association of Governments kicked off the summer ozone season in April, a month earlier than usual.

The new standard, which measures ground-level ozone concentrations over eight hours instead of one hour, doesn't take effect until 2004, but officials decided to avoid the confusion other states have faced in forecasting and tracking both standards during the transition.

"By forecasting for the new, more protective eight-hour standard this year, we will provide those with health concerns information they can use to manage their exposure to ozone pollution," said ADEQ Director Steve Owens. "We need to do everything we can to inform those in sensitive groups, such as children, elderly people and asthmatics, about the harmful health effects of ground-level ozone pollution and how to minimize their exposure."

The U.S. Environmental Protection Agency directed states to adopt the new standard in 1997,

after a number of medical studies found that exposure to lower concentrations of ground-level ozone for prolonged periods is equally as harmful to the human lungs and respiratory system as higher concentrations over a shorter time.


Ground-level ozone is a colorless, odorless gas produced by the intense heating of chemical compounds and vehicle exhaust emissions during the summer months.

Because most ground-level ozone pollution is produced by mobile sources such as automobiles and gas-powered lawn and gardening equipment, a variety of programs have been created to reduce those emissions. These programs, developed in partnership among MAG, ADEQ and Valley Metro, have contributed significantly to improvements in the Valley's air quality over the past six years.

MAG Air Quality Technical Advisory Committee Chair Stephen Cleveland said the move to the more stringent eight-hour ozone standard this year should also prevent violations of the existing one-hour federal standard during the transition.

"The tremendous efforts by the state and local governments to put in place some of the most aggressive measures in the nation to reduce pollution have already paid off when it comes to the one-hour ozone standards," said

Cleveland. "We hope to achieve the same results with the new, tougher eight-hour standards. If we remain clean this summer, it will be a testament to the progress we've made in preserving our environment and protecting public health in this region."

As part of the transition to the new eight-hour ozone standard, officials have developed a new public health advisory system for this year. From now until September, ADEQ will provide weekly ozone forecasts to Valley news agencies each Sunday to allow residents and employers to plan their commutes and activities for the week ahead. ADEQ will also provide daily "Ozone Health Watches" or "Ozone Health Warnings" when forecasts indicate conditions that will cause elevated ozone concentrations. 

Residents who want more information on ozone reduction programs should call Valley Metro at (602) 262-RIDE (7433).

What You Can Do to Reduce Ozone Emissions

- Carpool, take public transit, walk or bike to reduce driving, especially on hot summer days.
- Telecommute one or more days per week.
- Minimize the use of gasoline-powered lawn and garden equipment during daylight hours, and be careful not to spill fuel.
- Wait until evening to fuel vehicles.
- Make sure your vehicle's tires are properly inflated and the wheels aligned.
- Participate in your local utility's energy conservation programs.
- Seal containers of household cleaners, workshop chemicals, solvents, and garden chemicals to prevent vapors from escaping.

MAG Grand Avenue Northwest Study

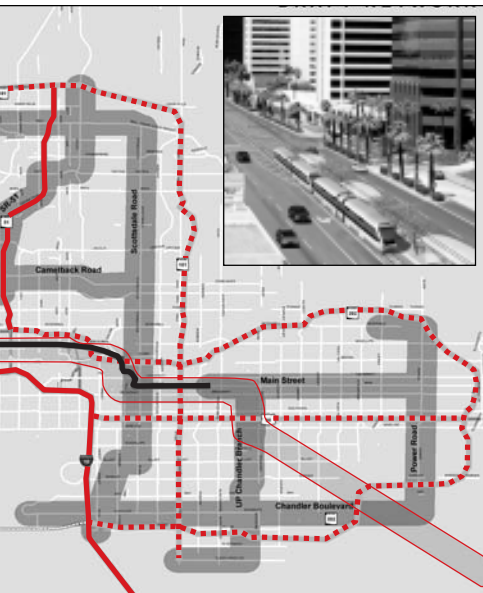
High Capacity Transit Study Corridors

- MAG Transportation Manager Eric Anderson

High Capacity Transit Study

meet day-to-day travel needs, while commuter rail could serve work trips. The study concluded that travel demand in most corridors could be met with bus rapid transit service, although later growth might require investment in light rail transit. The study found that projected ridership for commuter rail in the MAG region is equal to or better than existing ridership on other successful systems in the western United States.

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Inset: Light rail conceptual illustration

East/West Mobility Study

The East/West Mobility Study focused on options for improving east-west traffic flow between State Route 51 and the Loop 303. Options for the area include street widenings, intersection and interchange improvements, bus service additions, signal coordination, and development of a “super street” concept on Northern Avenue between Loop 303 and Grand Avenue.



MAG/CAAG Southeast Maricopa/Northern Pinal County Area Transportation Study

The Southeast Maricopa/Northern Pinal County Area Transportation Study examines common transportation concerns of Southeast Maricopa County and Northern Pinal County. Potential transportation options identified for that area include arterial network widenings and extensions; highway/freeway widenings to increase capacity on the Price, Red Mountain, San Tan and Superstition freeways; high occupancy vehicle (HOV) lane improvements; and potential new highway corridors – such as a connection from Loop 202 to the Williams Gateway Airport.

Northwest Area Transportation Study and Southwest Area Transportation Study

The Northwest Area and Southwest Area Transportation Studies are also examining transportation trends. With the rapid growth projected for the West Valley, major new or improved transportation facilities under consideration include: constructing Loop 303 from I-17 at Lone Mountain Road (with a second connection along New River Road) west to Grand Avenue, then south past I-10 to Riggs Road; constructing an I-10 reliever south of I-10 from I-17 west to State Route 85; constructing the South Mountain Freeway; widening existing freeways to structural limits or limits of right-of-way; and completion of Northern Avenue as a “super street.”

RPTA Regional Transit System Study

The RPTA Regional Transit System Study examined local fixed route service, circulators, shuttles, express service, bus rapid transit, and limited or “skip stop” service. Also studied were dial-a-ride, rural/urban connections, and vanpool services. Preliminary recommendations in that study include significant increases over the next 30 years of “revenue miles,” the distance in miles a revenue vehicle is operated while available for passenger service. The recommendations include a total of 80 million revenue miles of local



The RPTA Regional Transit System Study projects the Valley's future transit needs.

fixed route service; eight million revenue miles of circulator or shuttle services; nearly seven million revenue miles of regional connections through “skip stop” services; and nearly seven million revenue miles of expressway/freeway based bus rapid transit service. The recommendations also call for significant increases in dial-a-ride and transit services for seniors.

Transportation Studies
continued on page 8

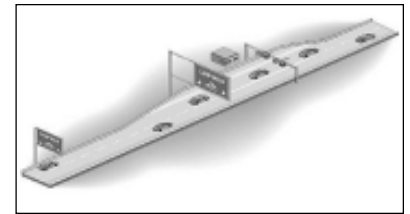
Transportation Studies continued from page 7

Freeway Bottleneck Study

The purpose of the Freeway Bottleneck Study is to identify and analyze bottlenecks on more than 176 miles of urban freeways, to evaluate the degree of congestion, and to rank projects to improve identified bottlenecks. To date, the study has identified a number of existing bottlenecks. In the morning travel period, bottlenecks were found on the Red Mountain interchange from the Red Mountain Freeway (Loop 202) to the Pima Freeway (Loop 101); the Pima Freeway northbound between Baseline Road and Thomas Road; State Route 51 southbound from Northern Avenue to Thomas Road; the Red Mountain Freeway westbound from the Pima Freeway to I-10; I-10 northbound from Ray Road to US 60; I-10 eastbound from 91st Avenue to 59th Avenue; US 60 eastbound from Greenfield Road to I-10; and I-17 between Bell Road and Camelback Road.

In the evening, congestion was found on I-17 northbound from Thomas Road to Cactus Road; State Route 51 northbound from McDowell Road to Glendale Avenue; Loop 202 eastbound from Van Buren Street to McClintock Drive; the Pima Freeway southbound from Indian Bend Road to US 60; I-10 westbound from 19th Avenue to 67th Ave; I-10 southbound from University Drive to Southern Avenue; and US 60 eastbound from I-10 to Lindsay Road.


At least 11 projects have been identified to address these bottlenecks. Some of the projects involve minimal cost, such as restriping lanes, others are quite expensive and need further evaluation. An important issue to consider in evaluating projects is whether fixing the bottleneck will eliminate the congestion or simply move the bottleneck farther down the line.



Concept design for toll collection and HOV Verification Zone from the *MAG/ADOT Value Lane Study*.

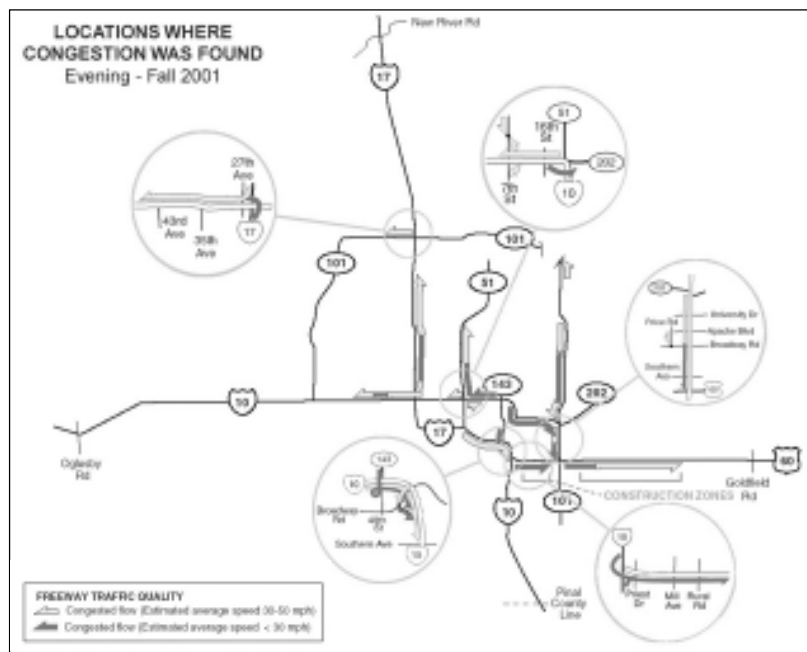
MAG/ADOT Value Lane Study

Value Lanes, also known as High Occupancy Toll (HOT) lanes, can best be described as new or existing High Occupancy Vehicle (HOV) lanes that are opened to solo drivers for a fee. The purpose of the Value Lane Study was to provide information for updating the MAG HOV Plan and to assess the feasibility of converting HOV lanes to HOT lanes.

Options were evaluated based on a wide range of factors. The findings indicated that HOT lanes are feasible and are a viable option for managing traffic and maximizing capacity on existing freeways. However, the study also found that getting public support for the concept may be difficult. Focus groups found that the public supports traditional HOV lanes and most didn't initially embrace the idea of HOT lanes – although many were generally willing to accept the concept in lieu of gridlock conditions. The study concluded that the concept would need to be phased in over time in concert with a comprehensive marketing and education program. 

For more information about these studies, please visit www.mag.maricopa.gov, and click on "projects."

The map shows analysis of freeway bottlenecks during the evening peak periods of use.



Regional Town Hall continued from page 1

In the afternoon, the group reconvened to discuss overall recommendations. Using electronic keypads to vote on selections, the group identified 19 “priority solutions.” Participants were then asked to rank them in order of highest priority. Among the top priority solutions were:

- Synchronization of traffic signals.
- The use of intelligent transportation systems.
- Completing the arterial network and expanding roads of significance.
- Developing high capacity transit.
- Expanding light rail.
- Standardizing traffic control.
- Expanding existing freeways.

The input received during the Regional Town Hall will be presented to the Transportation Policy Committee for consideration in the



A break-out group discusses possible solutions.

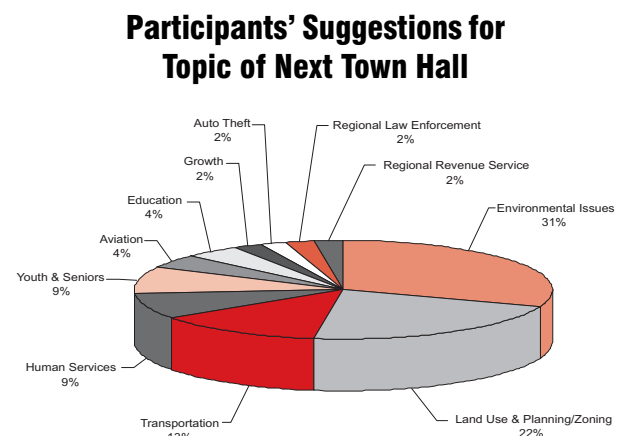
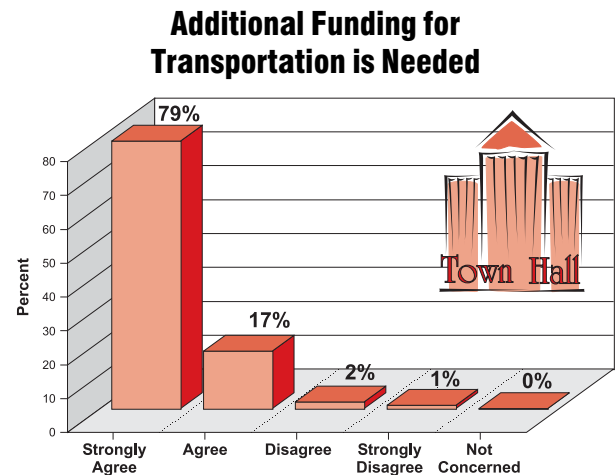
development of a new Regional Transportation Plan. The 23-member Transportation Policy Committee includes representatives from local governments, businesses, and freight and transit interests. The committee was created by MAG to give private interests a direct voice in transportation policy decisions.

The Regional Visionaries came armed with background data provided in an issue paper sent to them prior to the event. The paper contains detailed data in eight categories, including: population and employment growth; a summary of current transportation plans and programs; past accomplishments in transportation; the role and performance of freeway, street and transit systems in the region; existing transportation revenue sources; issues affecting the future of transportation; and results of a recent regional transportation survey.

The Town Hall was sponsored by a number of organizations, including APS; BC Graphics; Blue Cross Blue Shield of

Arizona; Cantelme, Kaasa and Associates LLC; Carter and Burgess, Inc.; DMJM and Harris; David Evans and Associates; Entranco; HDR, Inc.; John F. Long Properties; Kimley-Horn and Associates, Inc.; Mariscal, Weeks, McIntyre & Friedlander, P.A.; Parsons Brinckerhoff; S.R. Beard and Associates; SRP; Southwest Gas; TerraSystems Southwest, Inc.; Traffic Research and Analysis, Inc.; and Wilbur Smith Associates. 

For more information, please visit the Let's Keep Moving Public Outreach Web page: www.mag.maricopa.gov/project.cms?item=1988



Glendale Mayor Elaine Scruggs, vice-chair of the Transportation Policy Committee, addresses the Regional Visionaries.

Taking Strides Against Domestic Violence



Ending domestic violence was the focus of two major events in recent months. On April 26, thousands of men and women took to the streets in the first Walk to End Domestic Violence. The event included a 5K run and fitness walk to raise money to benefit shelters and local domestic violence programs.

The MAG Walk to End Domestic Violence Team



their lives to violence. Walking alongside those victims was Governor Janet Napolitano.




Governor Napolitano

"With the help of the community, businesses and anti-domestic violence groups, we are raising awareness of this important issue and making it known that violence in the home is unacceptable," Governor Napolitano told participants of the Walk.

Every year, nearly 14,000 women and children are turned away from domestic violence shelters.

"We created this walk as a way to increase awareness of the issue and raise much-needed funds for domestic violence shelters," said Walk Chair Gene D'Adamo. D'Adamo also serves as chair of

Employers Against Domestic Violence (EADV), a collaboration of local companies developed by MAG to address the impact of domestic violence on employees, businesses and communities.

On March 4, more than 60 business and community leaders met for a "State of Domestic Violence" forum to discuss the issue and to celebrate recent strides taken by EADV in addressing workplace violence. With more than 90 members, EADV has developed training programs for managers as well as formal workplace policies on domestic violence. EADV also recently launched the Domestic Violence Network Resource Guide. The Guide includes a list of employers willing to assist with in-kind resources for shelters, such as donating printing costs and supplies. 


For more information please visit the Employers Against Domestic Violence Web page: www.mag.maricopa.gov/project.cms?item=590.

New Bike Map Shows 2-Wheelers the Way

Want to get from here to there on two wheels? Hundreds of miles of bike lanes and multi-use paths

are featured in the 2003 MAG Regional Bicycle Map.

To encourage people to use bicycles for trip-making, MAG updates the bike map in alternating years. The map shows existing ways that can be used for travel to work, school, shopping and other important destinations. The map includes bicycle lanes and routes, paved paths and unpaved transportation trails. This year, the map also includes photos that depict

some of the off-road pathways. Of approximately 21,000 miles of roads in the MAG region, the map shows 815 miles of bicycle lanes, 394 miles of bicycle routes, 143 miles of paved multi-use paths, and 186 miles of unpaved off-road pathways. In addition, the map includes approximately 170 miles of popular bicycling routes. 

The map is provided free of charge. For more information, call Maureen DeCindis or Dawn M. Coomer at (602) 254-6300.



Safety Forum Seeks to Reduce Fatalities

Valley motorists involved in intersection-related crashes are dying at a much greater rate than their national counterparts. Statistics show that nearly a third of people involved in intersection accidents in Maricopa County don't survive the crash, compared to the national fatality rate of 25 percent. In some Valley cities, the fatality rate is as high as 50 percent.

Finding the best way to reduce those figures was among the topics of discussion at the Third Annual MAG Regional Transportation Safety Forum March 13, 2003. The forum was held in conjunction with the spring conference of the Arizona Institute of Transportation Engineers.

"The focus of the forum was to share knowledge on safety

practices and inform participants about safety activities in the region, including a Safety Action Plan developed by MAG," said Sarath Joshua, safety program manager for MAG.


The Safety Action Plan being developed by the MAG Safety Stakeholders Group addresses road safety by pulling together professionals from a variety of disciplines, including engineering, enforcement, education and emergency medical services.

The Safety Forum also included a panel discussion on the development of a Transportation Safety Management System for the MAG region. An upcoming project at MAG will develop this system to monitor and produce reports on road safety in the region. Technical sessions at the forum included a demonstration of the latest software tools available to local agencies for traffic safety analysis.

Conference Gets America Moving

Creating active, livable communities by integrating biking and walking facilities into neighborhood designs was the focus of the *America Moves* conference in April. Nearly 200 participants representing transportation and health professions came from across the United States and Canada.

The conference included a welcome from Mesa Mayor Keno Hawker and sessions featuring a number of internationally-recognized speakers, including Dr. Martin Collis, a physical activity expert, coach and musician; Dan Burden, one of *Time* magazine's Innovators for the 21st Century; Mark Fenton, host of the PBS Series *America's Walking*; and Dr. Art Mollen, a fitness expert and nationally syndicated columnist.

The conference included a variety of mobile workshops, including neighborhood audits for bike/pedestrian needs, a walk/bike event along Mesa's multi-use path system, "adaptive recreation" demonstrations for those with physical impairments, a test drive of the "Segway" personal mobility device, and a session on using pets to get people physically active. 

*America
Moves*



Attendees try out some new low-rider bicycles at the conference in Mesa.

MAG Moment



The MAG trivia game was a popular attraction at the recent Sunday on Central event in downtown Phoenix. The event drew 50,000 people.

EVENTS Calendar

MEETING Times

SUMMER 2003

May	June	July
2nd 10:00 AM, Management Subcommittee on Population Options 5th 5:00 PM, Public Hearing: Carbon Monoxide Plan 7th 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group 7th 1:30 PM, Standard Specifications and Details Committee 8th 1:00 PM, Air Quality Technical Advisory Committee 8th 1:00 PM, Human Services Coordinating Committee 13th 1:00 PM, Street Committee 14th 12:00 PM, Management Committee 15th 1:00 PM, Human Services Technical Advisory Committee 15th 4:00 PM, Water Quality Advisory Committee 17th 11:00 AM, MAG at the Mall - Arrowhead Towne Center 20th 10:00 AM, Population Technical Advisory Committee 20th 1:00 PM, Planners Stakeholders Group 20th 1:30 PM, Pedestrian Working Group 21st 2:00 PM, Building Codes Committee 21st 12:00 PM, Transportation Policy Committee 22nd 10:00 AM, Telecommunications Advisory Group 22nd 1:30 PM, Homeless Continuum of Care Steering Committee 22nd 6:30 PM, Regional Transportation Plan Workshop - Central @ ASU Downtown 27th 1:30 PM, Air Quality Technical Advisory Committee 28th 5:00 PM, Regional Council 29th 8:30 AM, Transportation Review Committee 29th 6:30 PM, Regional Transportation Plan Workshop - Southwest Valley @ Estrella Community College 31st 11:00 AM, MAG at the Mall - Chandler Fashion Square Mall	3rd 6:30 PM, Regional Transportation Plan Workshop - Northeast Valley @ Horizon Community Center 4th 9:30 AM, Intelligent Transportation Systems Committee 4th 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group 4th 1:30 PM, Standard Specifications and Details Committee 5th 6:30 PM, Regional Transportation Plan Workshop - Southeast Valley @ Mesa Centennial Center 6th 10:00 AM, Management Subcommittee on Population Options 7th 11:00 AM, MAG at the Mall - Spectrum Mall 10th 1:30 PM, Street Committee 11th 12:00 PM, Management Committee 12th 2:00 PM, Domestic Violence Council 17th 10:00 AM, Population Technical Advisory Committee 17th 1:00 PM, Planners Stakeholders Group 17th 1:30 PM, Bicycle Task Force 18th 2:00 PM, Building Codes Committee 18th 4:00 PM, Transportation Policy Committee 19th 1:00 PM, Human Services Technical Advisory Committee 19th 1:30 PM, Air Quality Technical Advisory Committee 25th 5:00 PM, Regional Council 26th 10:00 AM, Transportation Review Committee 26th 10:00 AM, Telecommunications Advisory Group 26th 1:30 PM, Homeless Continuum of Care Steering Committee Parking is available under the building. Please ask for parking validation at the meeting. Transit tickets will be provided for those using transit. Bike racks are available at the entrance to the parking garage.	2nd 2:00 PM, Transportation Policy Committee Workshop 2nd 9:30 AM, Intelligent Transportation Systems Committee 2nd 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group 2nd 1:00 PM, Standard Specifications and Details Committee 8th 1:30 PM, Street Committee 9th 10:00 AM, Elderly Mobility Stakeholders Group 9th 12:00 PM, Management Committee 11th 10:00 AM, Management Subcommittee on Population Options 15th 1:00 PM, Planners Stakeholders Group 15th 1:30 PM, Pedestrian Working Group 16th 2:00 PM, Building Codes Committee 16th 9:00 AM, Transportation Policy Committee 17th 10:00 AM, Population Technical Advisory Committee 17th 1:00 PM, Human Services Technical Advisory/Coordinating Committee Joint Meeting 22nd 2:00 PM, Transportation Policy Committee 23rd 5:00 PM, Regional Council 24th 10:00 AM, Transportation Review Committee 24th 10:00 AM, Telecommunications Advisory Group 31st 1:30 PM, Air Quality Technical Advisory Committee The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. For confirmation call (602) 254-6300 or visit the Web site: www.mag.maricopa.gov/meetings.cms All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue.

The MAGAZine newsletter is available in electronic format and in Spanish on the MAG Web site: www.mag.maricopa.gov/project.cms?item=433



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